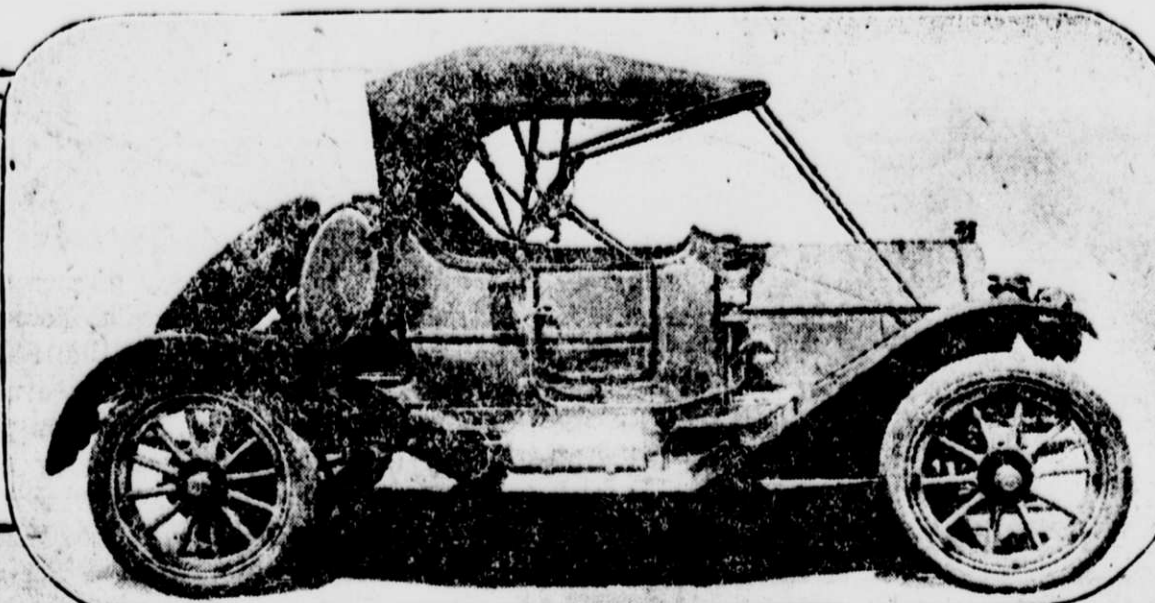


Wisconsin, Illinois and Missouri Motor Cars



CASE TOURING CAR



BUICK TOURING CAR

AMONG THE AUTOMOBILISTS

PLANS OF THE NEW MOTOR CLUB IN NEWARK.

It Will Be Continuously Insurgent Against the Original Organization—Glidden Tour Conditions—Other Notes of the World of Automobiles and the Trade.

The association that is to be rival to the New Jersey Automobile and Motor Club, to be known as the Newark Motor Club, will not have a house, as does the older organization, but will confine itself to quarters in which the organization may be completed. The newcomer is to become a member of the A. A. A. and also will be affiliated with the Associated Automobile Clubs of New Jersey. In other words, it will do everything that the New Jersey A. A. A. does not do and will be thoroughly and completely its rival.

It is planned to organize new clubs in Elizabeth, Summit, Morristown and Dover. The Newark Motor Club is the first in this chain. One object for which the new organization will work is reciprocity, so that extent it won't differ from the other organization. It may succeed in getting through its reciprocity plank, which is more than the other association was able to do.

New York with its many miles of asphalt streets and splendid suburban roads offers inducements for increased popularity of the electric automobile, says C. V. Kenworthy, secretary of the Electric Automobile Dealers Association. Chicago, with its 5,300 electric cars, Buffalo, with its 2,300, Detroit and Cleveland with their thousands of electric cars, all no advantage over this city as regards road streets and charging stations. It is therefore a matter of no little surprise that New York city has not more quickly appreciated the real merit of the electric automobile.

The field of electric cars has been greatly enlarged in recent years by continued improvements in cars as well as in batteries, by the development of public garages and by the increasing availability of private charging plants. The average speed of an electric car is much higher than that of the horse-drawn coach, greatly extending the convenient radius of business, shopping or calling tours.

The complete itinerary for the Glidden reciprocity tour will be made known in a few days, when negotiations with a certain number of hotels have been completed. Manufacturers who are to enter cars in the run, from June 10 to 20, will have to hasten with their stock certificates of description, which must be in the hands of the contest board by May 20, or the cars will be ineligible to start.

The touring car class in which touring cars will compete for the Washington trophy, as well as for the Glidden trophy, will be divided into seven divisions of class A, as follows: Division 1A, \$500 and under; Division 2A, \$500 to \$1,000; Division 3A, \$1,000 to \$1,500; Division 4A, \$1,500 to \$2,000; Division 5A, \$2,000 to \$2,500; Division 6A, \$2,500 to \$3,000; and Division 7A, \$3,000 and over.

Contesting cars in the runabout and miniature classes for the Ottawa trophy, as well as the Glidden trophy, including runabouts and runabouts with limited seating capacity, will be divided into the same seven divisions of class A as regards price. Touring cars and runabouts will not compete together in the same class, according to the price classification, the test of horsepower, lighting and other accessories do not enter into computation of the cars.

However, if extra equipment is a genuine part of the car and self-evident or portable, it will be taken into account for weight or for defective condition at the final examination. The cost price must be included in computing the true classification of the car. Entry fees are as follows: One car \$20, two cars by same entry, \$30; three cars by same entry, \$40; and each additional car by same entry, \$20. A full complement of passengers must be carried on full route, touring cars carrying four or more persons and miniature runabouts and runabouts two or more persons.

W. M. Cassell of the Automobile Club of America has completed his tour of inspection and return in 15 hours and 19 minutes. He started on Wednesday morning at 2:30 o'clock and drove to New York, where he was met by a car and driven to the hotel. He will complete the trip in a matter of days.

KLINE

An Expert Mechanic

of high standing in the local Automobile trade, has completed a successful demonstration a few days ago. The prospect brought and the expert became a Kline enthusiast, stating that:

KLINE MOTORS

in material and design were the best he had seen. And if you are not an expert bring one with you.



ALL MODELS

From \$1,000 to \$3,200

2 AND 6 CYLINDER

Immediate Delivery

DAYTON MOTOR CO.

115 WEST 10TH ST. NEW YORK.

ing experience and one he wouldn't object to trying again.

James W. Wilson, who has been for some time sales manager for the Mitchell-Jewell Motor Company of Racine, has been elected to be an officer and director of the organization. He is now assistant secretary of the corporation.

Because of the promotion of Henry Plow, late assistant treasurer of the firm and now manager of the Racine branch, the following changes in addition to that made by Mr. Wilson were necessitated: H. E. Jodman has been advanced from assistant secretary to assistant treasurer; William W. Day has been made general sales manager and will assume his duties on June 1; and Charles A. Armstrong has been made assistant general sales manager.

H. G. McComb, who was with the E. R. Thomas Motor Company, and H. A. Vantine, another designer, are now with the Pennsylvania Auto Motor Company, of which William B. Hurlburt is the new president.

Three men recently taken on by the Metzger Motor Car Company, makers of the Verit, are L. L. Barnes as sales manager for the South; F. E. Wright, to sell in Indianapolis and Chicago; and Joe Gerdham, a production man. Wright and Gerdham were with the Chalmers company.

Johnny Jenkins, who will drive Cole No. 4 in the 50-mile race, is an experienced limited racing experience, says William L. Cole of the Cole-Stratton Company, local distributors for the Cole-Jenkins, who is 32 years old, drove an American car in a 100 mile race at Indianapolis last year and that was his first work on this side. Abroad he was associated with an Italian driver of Fiat. In Los Angeles in the recent twenty-four hour race he drove after a collision with the Fiat that cost two hours time got his car into third place in the race.

INTEREST IN KNIGHT MOTOR.

S. A. E. Hears Request for Analysis of Sleeve Valve Engine.

An analysis of Charles V. Knight's sleeve valve motor was asked for recently at a meeting of the Society of Automobile Engineers, held in Detroit, Mich., by David Ferguson, chief engineer of the Pierce Company, makers of the Pierce-Arrow motor car.

The Knight engine, said Mr. Ferguson, "is delivering the goods and the Buick company can sell more than it can manufacture. The motor is giving excellent results and is more silent than you can get with poppet valves. The public wants actual silence in motors, and if it demands such conditions we must redesign the poppet valves or use other types."

The Knight engine has made wonderful strides and has created the demand for a quiet motor. "I do not know that this motor gives extra power at low speeds, but it gives much more at high speeds."

"The water jacketing of the Knight motor as compared with the poppet valve type is excellent. One big advantage in conjunction with the sliding sleeve motor is lack of vibration. In the poppet valve type the

strength of the exhaust valve spring decreases 10 per cent after six months use, and after one year the valves are found sticking up as well as carbonizing. This does not happen in motors with sleeve valves."

So keen is the interest in the Knight engine manifested by the Pierce Company that it is said it has purchased a Daimler car equipped with a sleeve valve engine and developing 25-horse-power with its four cylinders. This machine is utilized by the Pierce company in making comparisons. This company also, it is said, has built for its own use a six cylinder sleeve valve type motor in which are utilized the Pierce Company's own types of piston clearances, crankshaft design and lubrication principle. The Knight engine has been officially adopted by the Daimler company in Great Britain, the Mercedes in Germany, the Panhard in France, the Minerva in Belgium, the Societe Industrielle Belge in 1910, and the Buick in 1911.

MOTORING IN ALGERIA.

Oldsmobile Tourist Writes of the Delights of His Trip.

An American automobile in the "Garden of Allah" is told about by Gen. John I. Cutting of the Oldsmobile Company in a letter from J. Dunbar Wright. Mr. Wright, who is touring the world in an Oldsmobile, writes under date of March 21 from Algiers, in central Algeria, and tells of the wonderful touring possibilities of that country.

"Automobiles," he writes, "arrive and depart every day, and with the improved roadways from El Mantara undoubtedly this place (Algiers) will become more popular every year. As an Arab town of about 10,000 it is extremely interesting, and has excursions to many oases towns of great beauty. The entire country from Algiers to Tunis is all the motorist could desire, and nowhere have I seen more interesting and more beautiful country."

"The good roads wind up mountains and through gorges, and take you by the most beautiful valleys, where you can always find hotels for a good lunch en route to your destination for the day. Everywhere work is going on to improve spots in the roads which have been made or are more or less damaged by the rain. But as a whole the roads are simply perfect. My recollections from Algiers to Algiers are all one delight."

"Any one contemplating a trip here should be most careful to equip his car with tires of sizes that are universally used in France, as American sizes are procurable from France only after much delay and trouble. The best time of the year for an automobile trip in this country is from the middle of March to the end of May. One can spend three weeks in Algiers up to starting on March 15, and make many interesting excursions for the day."

"The most beautiful is to Bon-Saïda, 150 miles. I left Algiers at 8 A. M. and arrived there at 2:30 P. M., stopping for an hour and a half for lunch. It is the most beautiful oasis town in that vicinity. Automobiles in this country is bound to become more popular, there is such magnificent scenery, such splendid roads and a climate warmer

than southern France. These features will surely encourage motorists to come here."

WORM DRIVE HERE.

British Publication Discusses Conditions in This Country.

The adoption of the worm drive by the Pierce-Arrow Motor Car Company of Buffalo for its five ton truck has stirred up interest in Europe, where the worm drive for commercial vehicles has been in use successfully for a decade. In a letter on American conditions in a recent issue of the Commercial Motor, an English publication, this statement is found:

"The subject of worm drives is now causing quite a flutter here, at least in the technical press, and manufacturers seem to be turning serious attention to the matter. It is likely that next year may see a number of models of various kinds. Naturally this new thing has brought a good deal of criticism, both favorable and otherwise, and it is still regarded by many as impracticable in spite of the extent to which it has been employed in England."

Old-fashioned, the old objection of irreversibility is the one most frequently urged against it and only an actual demonstration will convince the sceptical that this is a fallacy, as, however, there will be considerable number of trucks so fitted on the roads in the very near future. This practice of usually passing away and worn gears will not cause any more excitement than it does in any other places where it has proved itself satisfactory in hard use."

MOTOR PATROL WAGON SAVES.

Service in Detroit Reduced Greatly by This Means.

The Detroit police department has issued a statement bearing on the use of Packard motor patrols in the police service for six months from October 1, 1910, to April 1, 1911.

"The installation of Packard automobiles in place of horse drawn patrols has been remarkably successful in this department," says Police Commissioner Croul. "During the six months we have shown a saving of \$7,112.51 in favor of the automobiles, and in addition we have derived almost endless benefits on account of the greater speed and distance the automobiles travel."

Below is given an official summary showing the work performed by the seven Packard motor patrols in the period mentioned and the cost as compared with the horse patrol system: Number of calls responded to, 13,353; number of miles traveled, 34,386; emergency calls involving removal of injured persons to hospitals or homes, 719; Expenses October 1, 1910, to April 1, 1911:

Expenses October 1, 1910, to April 1, 1911	
Machinist.....	\$400.00
Oil.....	\$10.25
New Tires.....	167.48
Repairs on tires.....	120.23
Other repairs.....	717.21
Total.....	\$2,045.40
These motor patrols have replaced thirty-six horses, ten patrol wagons, twelve patrolmen and two hostlers. To maintain the service with horse drawn vehicles would have cost as follows:	
Care of thirty six horses.....	\$1,000.00
Pay of twelve patrolmen.....	6,000.00
Pay of two hostlers.....	600.00
Repairs to ten patrol wagons (approximately).....	500.00
Total.....	\$8,100.00

This figure compared with \$2,045.49, the cost of maintaining the motor patrols, shows a balance of \$7,112.51, which represents the saving effected by the use of automobiles during the six months period.

In the table showing the cost of operating the motor patrols no reference is made to crews, as the cars are manned by patrolmen in the regular service of the department. In making the comparison twelve patrolmen are listed in the second table as additional men whom it would be necessary to employ in order to perform the same service with horse drawn vehicles.

AUTOMOBILES. AUTOMOBILES. AUTOMOBILES. AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.

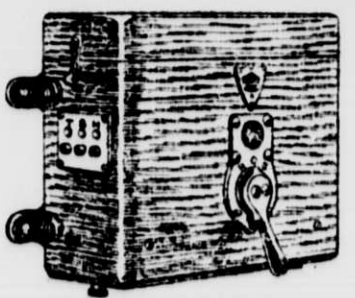


(Electric Lights AND Dual Ignition)

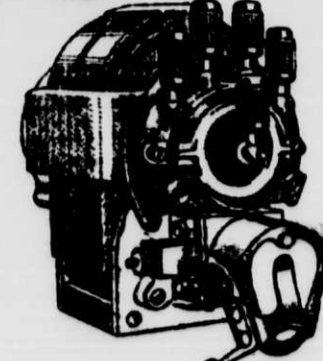
The First Magneto System That Supplies BOTH Electric Lights AND Ignition

An inexhaustible source of current for All Lamps and all other electrical devices on the automobile. Better ignition, hottest spark at All speeds, never misses fire, AND the convenience, safety, reliability, cleanliness and style of electric lighting at lower cost.

A permanent supply of electric current, supplanting all make-shift devices. Self-charging, automatic. Nothing to do but press a button after original installation. Can be installed easily and quickly. Interchangeable with practically any magneto now in use.



COIL BOX



MAGNETO

An Answer to a Tremendous Demand

THE Remy Electric Company, of Anderson, Indiana, the largest and one of the oldest manufacturers of ignition apparatus, announces the perfection of the first and only magneto system that supplies both electric current for lights and other electrical devices AND for dual ignition of a highly improved character. This revolutionary device is known as the "Remy Magneto Light."

It is placed on the market after years of laboratory development and months of exhaustive tests under the severest conditions of automobilism. Many motor car manufacturers assisted in this test, and they are unanimous in their praise for this new system.

WHAT IT DOES—BRIEFLY:

When the car is running the magneto furnishes both electric lights and ignition and charges the storage battery. When the car is standing, the storage battery automatically takes up the lighting load, without thought, knowledge, act or look from the driver.

A simple electrical regulating device maintains the constant current, giving a steady, ever-dependable, non-flickering light that floods the road far ahead upon the pressure of a button located on the mahogany coil box. This system requires no attention or outlay from the car owner.

It is a self-contained, direct connected, complete unit, performing two most important functions, better and at less cost. It takes less space than present separate dual ignition and lighting equipment. It is simple, reliable, fool-proof. The workmanship is careful and finished. The materials are the best.

SOME ADVANTAGES OF ELECTRIC LIGHTING

CONVENIENCE—You press a button—that's all. No climbing out in the rain, mud, sleet, cold or snow to light up. No delay, fumbling with a match in the wind. No regulation of generators, gas tanks, oil lamps.

SAFETY—A flood of brilliant steady light sweeping the road far ahead means speed with safety at night. The volume and penetration of the electric head lights eliminate the danger of rough and unknown roads. No chance for light or ignition to fail at bad crossing or turn, when it is needed most.

The convenience also prevents delays in complying with the law. No open flames, and no insurance rules to watch. No explosions to fear.

ECONOMY—No more trips to the recharging station with an empty tank, at from two to five dollars per trip. No more flaring open flames to blacken, to burn or ruin good lamps. No more broken parts because you failed to see the treacherous bump or hole. No more recharging of batteries. No time wasted in looking for a recharging station.

RELIABILITY—Your magneto is your charging plant. You are not dependent on a tank gauge which gets covered with dirt and oil—which is so frequently inaccurate. You are not relying upon a temporary supply, short-lived at best.

There is nothing to forget. Your magneto is always with you, always on the job. No chance to get stranded.

You Can Get the Remy Magneto Light at

Auto Supply Company, 1789 Broadway, phone 1815 Columbus. General Auto Supply Co., 1671 Broadway, phone 6180 Columbus. Mutual Auto Supply Co., 1671 Broadway, phone 6180 Columbus. Wyckoff, Church & Partridge, Broadway and 65th Street, phone 6100 Columbus.

Low Motor Supplies Co., Broadway and 65th Street, phone 4645 Columbus.

Chas. E. Miller, 97 Rade Street, phone 2080 Worth.

Wheeler-Edging Auto Co., 2330 Broadway, phone 6641 Schuyler.

Hulse Garage Co., Inc., 514 West 148th Street, phone 2177 Audubon.

Members of the Automobile Club Can Get the Remy Magneto Light at the Club Garage.

A corps of experts will gladly explain this device to you at the New York Remy Branch Office. We will send booklet on request. Telephone, visit or write our New York Office.

Materials, Workmanship, Performance of All Remy Devices Positively Guaranteed

The Remy Service

Users of Remy equipment are given an unequalled service. Remy branches, traveling service, reach everywhere. Remy Service is Constant. It will leave you to it in pressing business of thousands of users of Remy devices.



REMY ELECTRIC COMPANY

New York Branch, AUTOMOBILE BUILDING, Broadway at 64th St. Telephone—Columbus 5071



Remy Holds Record

Bob Burman, the World's Fastest King, retained all existing speed records in the "Million" Remy, equipped with a Remy magneto, traveling at a pace of 141.80 miles per hour. Remy stands for endurance, reliability, and service.